Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1-19 (cancelled).

20. (currently amended) A disk brake comprising a brake pad having a lining support formed of a first material and a friction lining having a lining surface, at least one stud ~~being mounted on~~ of a second material comprising a non-ferrous metal which is softer than the first material welded to the lining support for fixing the friction lining, wherein the stud passes though the ~~fixing~~ friction lining ~~at least from approximately the middle thereof~~ up to the lining surface, wherein the stud abrades with the friction lining during braking.

21. (currently amended) The disk brake as claimed in claim ~~20~~ 23 or 24, wherein the stud passes completely through the friction lining.

22. (currently amended) The disk brake as claimed in claim ~~20~~ 23 or 24, wherein the stud is welded onto the lining support.

23. (currently amended) ~~The disk brake as claimed in claims 20~~ A disk brake comprising a brake pad having a lining support and a friction lining having a lining surface, at least one stud being mounted on the lining support for fixing the friction lining, wherein the stud passes though the friction lining at least

approximately from the middle thereof up to the lining surface, wherein the stud is made from soft brass.

24. (currently amended) ~~The disk brake as claimed in claim 20~~ A disk brake comprising a brake pad having a lining support and a friction lining having a lining surface, at least one stud being mounted on the lining support for fixing the friction lining, wherein the stud passes though the friction lining at least approximately from the middle thereof up to the lining surface, wherein the stud is made from brass, MS 60.

25. (currently amended) The disk brake as claimed in claim ~~23~~ 20, wherein the stud formed from soft brass ~~is welded to the lining support~~.

26. (currently amended) The disk brake as claimed in claim ~~25~~ 20, wherein the stud is welded onto the lining support by one of a laser welding process, capacitor discharge welding process and drawn arc welding process.

27. (previously presented) The disk brake as claimed in claim 26, wherein the stud is a capacitor discharge stud or drawn arc stud.

28. (previously presented) The disk brake as claimed in claim 20, wherein an underlayer is provided between the lining support and the friction lining.

29. (currently amended) The disk brake as claimed in claim ~~20~~ 23 or 24, wherein the stud is formed from a stud length (L_1 to L_4) which lies in the range from half the thickness D_R of the friction lining to the full thickness D_R of the friction lining in order to

influence the lining surface tension and/or the friction lining compressibility of the friction lining.

30. (previously presented) The disk brake as claimed in claim 20, wherein the lining support is formed from a metal plate.

31. (previously presented) A method for the attachment of studs to lining supports for disk brakes having brake pads, comprising forming the stud from a soft brass material and the lining support from a harder material and connecting the stud to the lining support by one of a laser welding process, a capacitor discharge welding process and a drawn arc welding process.

32. (previously presented) The method as claimed in claim 31, including welding the stud onto the lining support by an automated process.

33. (previously presented) The method as claimed in claim 31, wherein the stud is designed as a capacitor discharge stud or arc drawn stud for welding onto the lining support.

34. (previously presented) The method as claimed in claim 31, including welding the lining support by the capacitor discharge welding process or the drawn arc welding process, with or without a gas shield.

35. (previously presented) The method as claimed in claim 31, wherein a length (L_1) of the stud is selected, which is equal to at least one half of the thickness (D_R) of the friction lining up to the full thickness (D_R) of the friction lining.

36. (previously presented) The method as claimed in claim 31, wherein the soft brass is MS 60, which is softer than the materials of the friction lining and of a brake disk.

37. (previously presented) The method as claimed in claim 35, wherein the selection of the length and of the diameter (M) of the stud is used to influence the lining surface tension and the friction lining compressibility.

38. (previously presented) The method as claimed in claim 30, including welding the stud onto the lining support wherein the stud passes through the underlayer and wherein at least a stud length (L_1 to L_2) of the stud which lies in the range from half the thickness (D_R) to the full thickness (D_R) of the friction lining (3).